SCOTTSDALE AIRPORT

PILOT GUIDE & NOISE ABATEMENT PROCEDURES

- Intersection takeoffs, stop-and-go, formation, simulated single engine departures or go arounds are prohibited.
- Touch-and-go operations are prohibited between 9:30 p.m. and 6:00 a.m.
- Engine maintenance runups are permitted only at the blast fence located at the north end of the Kilo Ramp (adjacent to Runway 21). Prohibited between 10 p.m. - 7 a.m. Except emergencies.
- Runway weight restriction is 75,000 lbs max. certificated takeoff weight.
- Runway 03 is the designated calm wind runway.
- Make right turn to 300 degrees when departing Runway 21.
- Climb as high as possible before leaving airport boundaries.
- Fly high and tight patterns. Follow the 4 degree PAPI.
- Discourage descents below 2500 msl during practice approaches.
- Left-hand traffic on Runway 03. Right-hand traffic on Runway 21.
- Use NBAA Standard Noise Abatement Departure procedures or comparable procedure of aircraft manufacturer.
- Follow AOPA Noise Awareness Steps.
- Avoid direct overflight of residential areas when possible.
- Request that Aircraft not meeting FAR Part 36, Stage III requirements take off on Runway 03 and land on Runway 21, weather and traffic permitting.
- Safety Always Comes First.

Compliance with noise abatement procedures is at the pilot's discretion.

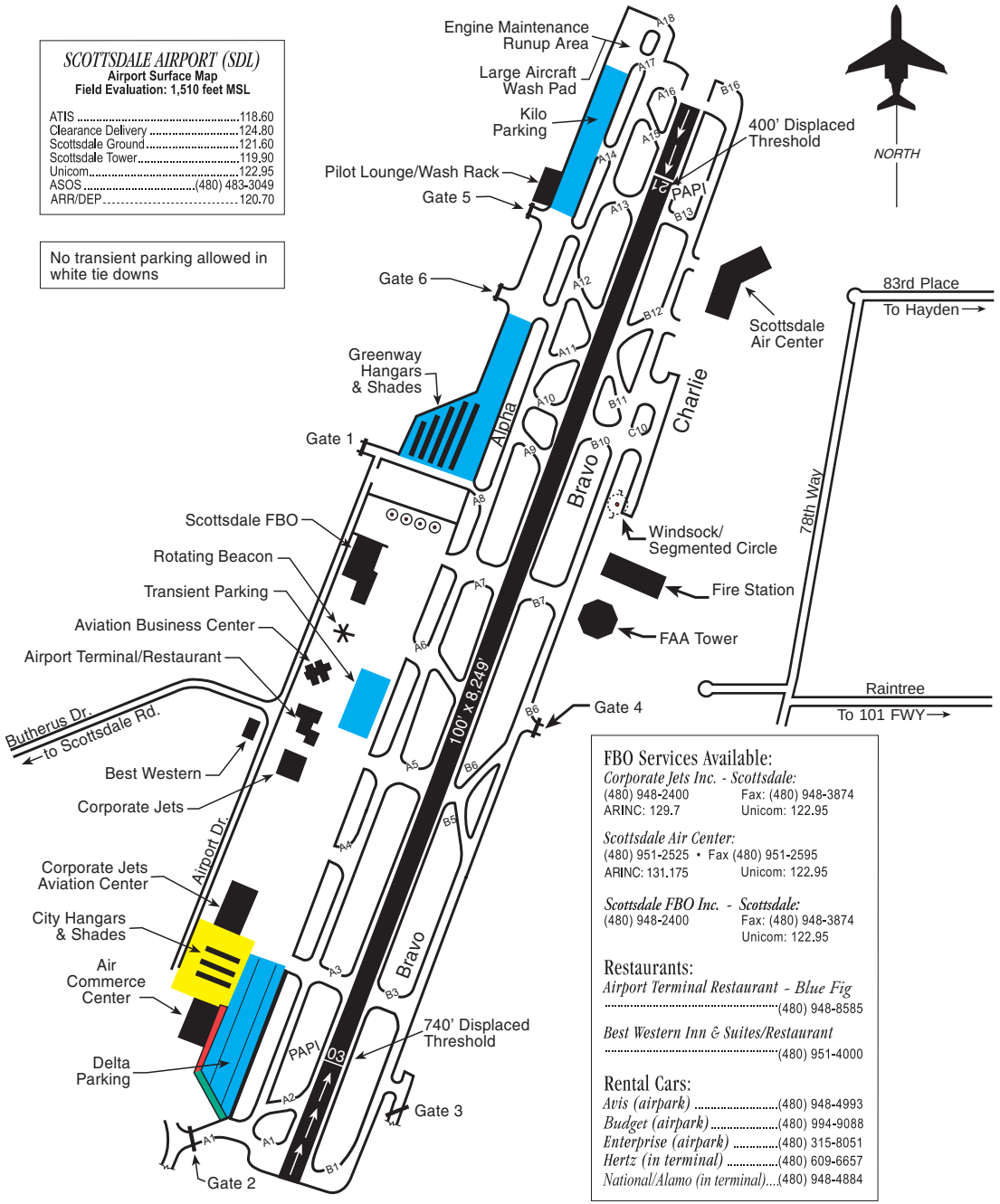
Scottsdale Airport
15000 North Airport Drive
Scottsdale, Arizona 85260
Administration: (480) 312-2321
Fax (480) 312-8480
www.scottsdaleairport.com

CITY OF SCOTTSDALE

SCOTTSDALE AIRPORT (SDL)
Airport Surface Map
Field Evaluation: 1,510 feet MSL

ATIS	118.60
Clearance Delivery	124.80
Scottsdale Ground	121.60
Scottsdale Tower	119.90
Unicom	122.95
ASOS	(480) 483-3049
ARR/DEP	120.70

No transient parking allowed in white tie downs



FBO Services Available:

Corporate Jets Inc. - Scottsdale:
(480) 948-2400 Fax: (480) 948-3874
ARINC: 129.7 Unicom: 122.95

Scottsdale Air Center:
(480) 951-2525 • Fax (480) 951-2595
ARINC: 131.175 Unicom: 122.95

Scottsdale FBO Inc. - Scottsdale:
(480) 948-2400 Fax: (480) 948-3874
Unicom: 122.95

Restaurants:

Airport Terminal Restaurant - Blue Fig ..... (480) 948-8585

Best Western Inn & Suites/Restaurant ..... (480) 951-4000

Rental Cars:

Avis (airpark)	(480) 948-4993
Budget (airpark)	(480) 994-9088
Enterprise (airpark)	(480) 315-8051
Hertz (in terminal)	(480) 609-6657
National/Alamo (in terminal)	(480) 948-4884

Caution! Restricted to Aircraft with wingspan of 36 ft. or less

Caution! Restricted to Aircraft with wingspan of 38 ft. or less

Caution! Restricted to Aircraft with wingspan of 50 ft. or less

Caution! Restricted to Aircraft with wingspan of 55 ft. or less

Helicopter Landing Area

Rev. Date 10/05

CONTACT TOWER PRIOR TO ENTERING CLASS D AIRSPACE

RISING TERRAIN NORTH AND NORTHEAST OF AIRPORT
PLEASE BE ALTITUDE SENSITIVE

SCOTTSDALE AIRPORT			
TWR:	119.9	ARR/DEP:	120.7
GRND:	121.6	Field Elevation:	1,510'
ATIS:	118.6	Runway Length:	8,249'

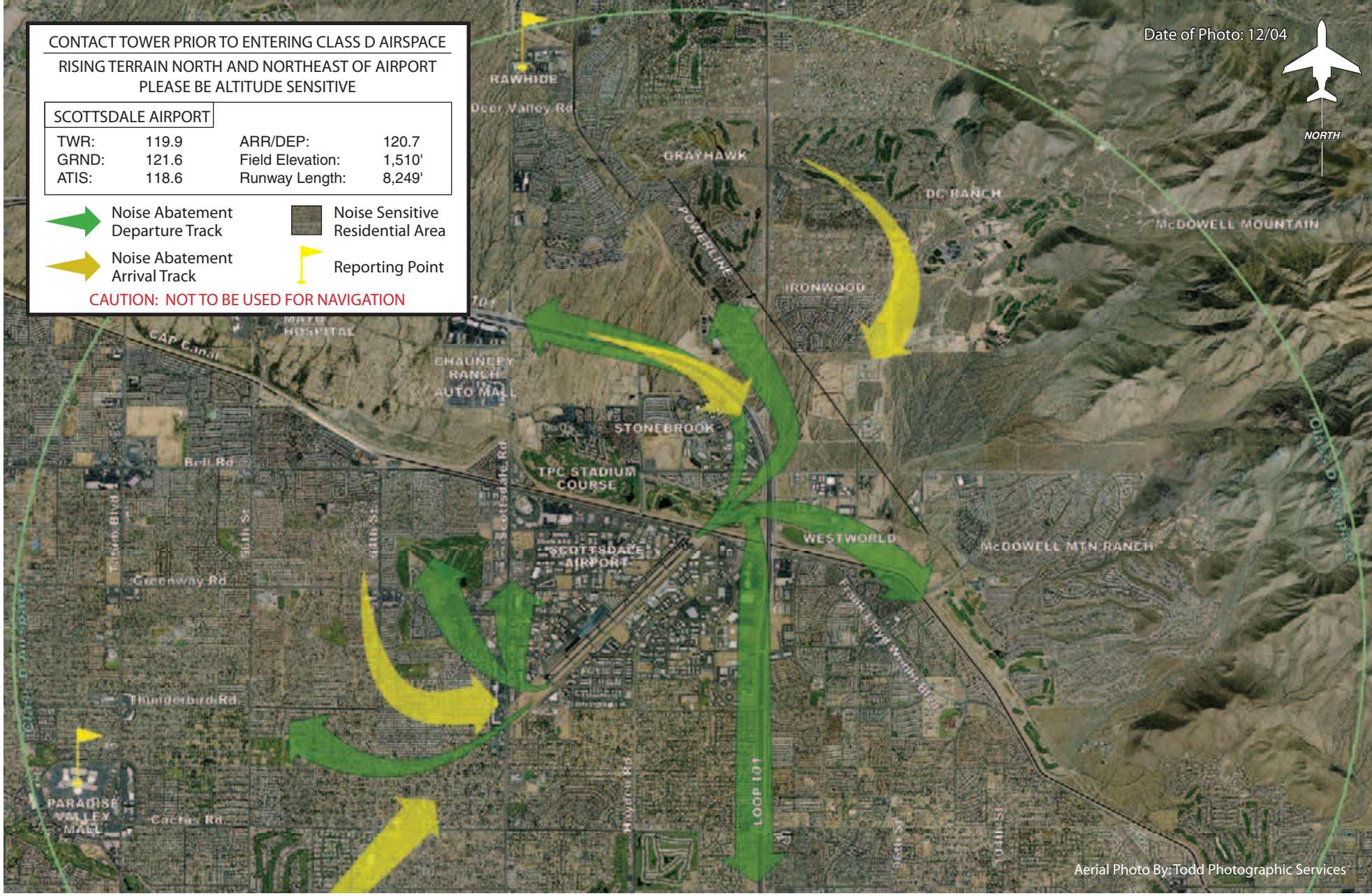
Noise Abatement Departure Track

Noise Abatement Arrival Track

Noise Sensitive Residential Area

Reporting Point

CAUTION: NOT TO BE USED FOR NAVIGATION



A.O.P.A. NOISE AWARENESS STEPS

1. If practical, avoid noise-sensitive areas. Make every effort to fly at or above 2,000 feet over such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce aircraft noise substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Familiarize yourself and comply with airport noise abatement procedures.
5. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
6. Use PAPI. This will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
10. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
11. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible.

Note: These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.

SCOTTSDALE AIRPORT